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COUNTRY	Soviet Zone of Germany	REPORT NO.	25X1
TOPIC	Crossenhain Airfield		
EVALUATION	see below	PLACE OBTAINED	25X1
DATE OF CONTENT	see below		
DATE OBTAINED	25X1	DATE PREPARED	14 August 1950
REFERENCES	25X1		
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS	<p>Document No. <u>006</u></p> <p><input type="checkbox"/> No Change in Class.</p> <p><input type="checkbox"/> Declassified</p> <p>Class. Changed To: TS S <u>①</u></p> <p>Auth.: MR 70-2</p> <p>Date: <u>14/07/50</u> By: <u>008</u></p> <p>RETURN TO CIA</p> <p>1 PREPARED</p>		
SOURCE	25X1		
<p><input type="checkbox"/> 1. A jet fighter unit, which was apparently being trained, was stationed at the Grossenhain (N 52°A 01) airfield between 15 and 25 June 1950. The barracks buildings were occupied by 1,800 to 2,000 men. About 40 percent were officers, most of them with war decorations. (1) About half of the EM were older than 20 years and wore war decorations, many of them gold or silver clasps. The other EM were between 17 and 19 years of age.</p> <p>2. The jet fighters which had been packed in light metal containers, about 8 x 3 x 2.5 meters, arrived at the field in early 1950. The containers which were still at the field were consecutively numbered from 1 to 32. Source concluded that a total of 32 jet fighters were stationed at the field. (2) The jet planes were painted silver-gray, their air intake and air exhaust apertures and the upper edges of the rudder assemblies were painted red, and the under section of the rudder assemblies blue. Red Soviet stars were on the rudder assemblies and under the wings, red numbers on both sides of their fuselages. The numbers 9, 15, 17, 21, 27 and 28 were identified. (3)</p> <p>3. The weather was fair between 10 and 11:30 a.m. on 22 June 1950 and 28 jet fighters made practice flights. Truck <u>          </u> towed jet plane No 21 to the take-off point. The jet planes were generally towed to and from the runway by trucks. Flights were observed in bad weather. Take-offs and landings were made individually or in elements of two but flying in large formations had not been seen.</p> <p>4. <u>          </u></p>			

25X1 There were some trucks            including one with a mounted search-light, about 1.7 cm in diameter, a radio truck with an extended antenna rod,

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and three fuel trucks. There were also from 25 to 30 jeeps [redacted]

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5. A watchtower in the northern section of the field was occupied by a sentry with field glasses. A telephone line connected the watchtower with the main guardhouse. During flying exercises two or three sentries patrolled the Grossenhain-Elsterwerda (N 52/A 03) road and also controlled civilians. The Volkspolizei station west of the road detached sentries to the field.

6. The EW runway was exactly 65 paces wide. The wire fence along the Grossenhain-Elsterwerda road parallel to the runway, was removed. A small fuel dump was south of the runway. (5) A multi-track railroad siding led to this dump. There was a large fuel dump north of the runway. A small building, with a radio station nearby, was west of the field. (6) South of the field was the Volkspolizei School designated Ernst-Thaelmann, and a residential area for air force officers.

7. It was rumored among the VP men that pilot training courses for Germans, which were to start with glider flying, were to begin soon at the field. (7)

8. Two biplanes, two single-engine fighters and 28 jet fighters were parked in front of the closed hangars on 3 July 1950. (1) The weather was clear at about 9:15 p.m. and night flights of varying degrees of difficulty were started by the two conventional fighters. A searchlight, set at an angle of 45 degrees, flashed from the northwestern corner of the field when the first take-off was made. (8) The two planes, which had their navigation lights on, circled the field once and landed at a short interval while the same searchlight was still in operation. After the second take-off the searchlight flashed several times and was put out shortly before the planes landed. The third take-off and landing was made without the use of the searchlight. The planes had only their navigation lights on. Two air-field boundary lights, 50 meters apart, were lit on the approach lane at the Elsterwerda-Grossenhain road. All landings except one were perfectly made. Flying stopped at midnight. (9)

9. Twelve jet fighters taxied to the southeastern section of the runway at 9 a.m. on 4 July 1950. At 10 a.m. they took off in elements of two, at intervals of 15 seconds and at a distance of 10 meters. All aircraft were in the air within a minute and a half. They made local flights exactly 45 minutes long. After the landing, which was again made in elements of two and taking 2 minutes, the planes were towed to a hangar by a tractor. Source received the impression that the planes remained in the air, as long as their fuel lasted. At 11:45 a.m. and at 12:30 p.m., four jet planes took off for 25-minute flights.

25X1 10. Trucks [redacted] entered and left the field. Eighteen fuel trucks were standing in front of a hangar. A rotating radar set was observed on the northern edge of the field from a distance of 600 meters. The upper cross bars of the set were about 5 meters long. (10)

11. The tank installations on the northern edge of the field consisted of two dumps. One dump had 18 containers which were partially underground, each of which had a capacity of 6,000 liters. The other dump had 20 containers, each with a capacity of 8,000 to 9,000 liters. The installation was apparently not yet completed since more containers were lying about. (5)

[redacted] Coments.

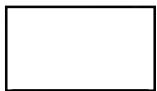
(1) Jet planes were previously reported at the field. [redacted] The aircraft are assigned to two fighter regiments which were about 50 percent re-equipped with jet planes. The strength of personnel cannot be judged. The percentage of officers is believed too high. 25X1

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(2) Light metal containers for the shipment of jet planes have not been mentioned by other sources. To date, jet planes have been shipped in crates. [redacted] 25X1

(3) The red paint on the upper edges of the rudder assemblies and the numbers on the fuselage were previously reported. [redacted] 25X1

(4) [redacted] 25X1

(5) The two fuel dumps are the same. The dump, which was recently established has an estimated capacity of about 300,000 liters. [redacted] 25X1

(6) The radio station west of the field was previously mentioned by another source. [redacted] The purpose of this station has not been determined. [redacted]

(7) First information, probably only a rumor.

(8) For sketch of airfield, see Annex. The sketch does not show the concrete NE-SW runway. The locations of the fuel dump and the radar set are the important items.

(9) Night training by conventional fighters and jet planes was previously reported from Grossenhain by another source. Among other exercises, landing on an unlighted landing strip was apparently practiced.

(10) The radar set on the northern edge of the landing field was previously described by the same source. [redacted] The length of the dipole support is possible. 25X1

1 Annex: Location sketch of radar set and fuel dump at Grossenhain Airfield.

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